T"£ MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (e) Surat airport belongs to the Government of Gujarat. The State Govern, ment have approached this Ministry on more than one occasoin for taking over of Surat airport by the National Airports Authority (NAA). Due to financial constraints, it is not feasible at present for NAA to take over Surat airport.

Foreign equity participation in civil aviation

1357. SHRI M. A. BABY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government are considering any foreign equity participation in the field of Civil Aviation; and

(b) if so, the details thereof with the number of proposals being considered and the present stage of such proposals ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) No specific proposal is at present under consideration of the Government.

Airport charges in respect of domestic flights

1358. DR. SANJAY SINGH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer'to the answer to Unstarred Question 492 given in the Rajya Sabha on the 24th February, 1994 and state :

(a) what are the details of the navigational charges being charged by the NAA and the I AAI prior to the hike and after the hike; and

(b) what is total revenue expected to be generated as result of the above hikes ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) A statement giving airport charges levied prior to the recen t revision and after revision by National Airports Authority and International Airports Authority of India is annexed *{See* below).

(b) The NAA is expected to generate revenue to the extent of Rs. 77.20 crores and IAAI Rs. 20 crores per annum as a result of revision of charges.

Statement

Airport Charges of NAA before w.e.f. 1-2-1994
International Airports of Delhi, Bombay, Caljutta,
Madras and Trivendrum

TERMINAL NAVIGATION LANDING CHARGES :

(Fig. in rupees)

(For each landing of Domestic/International flights) Weight of Aircraft

	Before 1-2-94	W.e.f. 1-2-94
Below 10,000 kg	420	620
10,000 kgs. and above	2,540	3,735

Route navigation facility charges :

Weight of Aircraft	(For each overflying/landing of Domestic/International flights) Before 1-2-94	w.e.f. 1-2-94
Upto 2000 kgs	110	162
2001 to 5000 kgs.	210	310
5001 to 10000 kgs.	530	780
10001 to 15000 kgs.	850	1.250
15001 to 30000 kgs.	1.900	2.795
30001 to 60000 kgs.	3.350	4.985
60001 to 100000 kgs.	6.660	9.790
100001 to 165000 kgs.	8.250	12.130
Over 165000 kgs.	11,840	17,405

Domestic Airports

Route navigation facility clxarges

(Fig. in rupees)

For each landing of Domestic/International Flights)

Weight of Aircraft	Before 1-2-94	w.e.f. 1-2-94
Upto 2000 kgs.	24	35
20001 to 5000 kgs. .	60	90
5001 to 10000 kgs. .	228	335
10001 to 15000 kgs.	360	530
15001 to 30000 kgs.	750	1,100
30001 to 60000 kgs.	1,350	1,985
60001 to 100000 kgs.	2,700	3,970
100001 to 165000 kgs.	3,360	4,940
Over 165000 kgs. .	4,800	7,055

Landing Charges :

(A) INTERNATIONAL FLIGHTS :

	Before 1-2-94	w.e.f. 1-2-94
Upto 10000 kgs. .	. Rs. 50 per 1000 kgs.	Rs. 74 per 1000 kgs.
10001 to 20000 kgs.	Rs. 580 plus Rs. 74 per 1000 kgs. in excess of 10000 kgs.	Rs. 740 plus Rs. 109 per 1000 kgs. in excess of 10000 kgs.
200010 to 50000 kgs.	. Rs. 1240 plus Rs. 147 per 1000 kgs. in excess of 20000 kgs.	Rs. 1830 plus Rs. 216 psr 1000 kgs. in excess of 200C kgs.
50001 to 100000 kgs.	. Rs. 5650 plus Rs. 171 per 1000 kgs. in excess of 50000 kgs.	Rs. 8310 plus Rs. 251 per 1000 kgs. in excess of 50000 kgs.
Over 100000 kgs. .	. Rs. 14.200 plus Rs. 195 per 1000 kgs. in excess of 100000 kgs.	Rs. 20860 plus Rs. 287 per 1000 kgs. in excess of 100000 kgs.

Landing Charges

(B) DOMESTIC FLIGI ITS :

Weight of Aircraft	Before 1-2-94	w.e.f. 1-2-94
Upto 1000 kgs.	. Rs. 27 per 1000 kgs.	Rs. 40 per 1000 kgs.
10001 to 20000 kgs.	. Rs. 270 olus 48 per 1000 kgs. in excess of 10000 kgs.	Rs. 400 plus Rs. 71 per 1000 kgs. in excess of 10000 kgs.
Over 20000 kgs	. R s. plus Rs. 6 100 kgs in 75C SS 9 ner 0 . exc Of 200 kgs.	Rs. 1110 plus Rs. 141 per 1000 kgs. in excess of 20000 kgs.

INTERNATIONAL AIRPORTS AUTHORITY OF INDIA

INTERNATIONAL FLIGHTS

ALL UP WEIGHT	Before 1-2-94	w.e.f. 1-2-94
Net exceeding 10 MT .	Rs. 52.90 per MT	
Over 10 MT but not exceeding 20 MT.	Rs. 529 plus Rs. 88.40 PMT in excess of 10 MT	Rs. 137 per MT.
Over 20 MT but not exceeding 50 MT	Rs. 1333 plus Rs. 158.60 PMT in excess of 20 MT J	
Over 50 MT but not exceeding 100 MT	Rs. 6091 plus Rs. 184 PMT in excess of 50 MT.	Rs. 6850 plus Rs. 207 PMT in excess of 50 MT.
Over 100 MT	Rs. 15291 plus Rs. 209.40 PMT in n excess of 100 MT.	Rs. 17200 plus Rs. 236 PMT i excess of 100 MT.

FLIGHT OTHER THAN INTERNATIONAL FLIGHTS

ALL UP WEIGHT	Before 1-2-94	w.e.f. 1-2-94
Not exceeding 10 MT	Rs. 39.70 per MT	
Over 10 MT but not exceeding 20 MT.	Rs. 397 plus Rs. 60.30 PMT in exceess of 10 MT.	►Rs. 103 per MT.
Over 20 MT but not exceeding 50 MT	Rs. 1000 plus Rs. 1-8-95 PMT in excess of 20 MT.	
Over 50 MT but not exceeding 100 MT.	Rs. 4568.50 plus Rs. 138 PMT in excess of 50 MT.	Rs. 5150 plus Rs. 155 PMT in excess of 50 MT.
Over !00 MT	Rs. 11468.50 plus Rs. 157.05 PMT excess of 100 MT.	Rs. 12900 plus Rs. 177 PMT in excess of 100 MT.

. Three slabs clubbed into one slab under all up weight sla b, not exceeding 50 MT.

Legend :—MT : Met ric Tonne,
PMT : Per Metric Tonne.

Utilisation of newly constructed airports

1359. SHRI SURESH KALMADI :
SHRI GURUDAS DAS GUPTA :
SHRI N. GIRI PRASAD :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) when and at what cost each of the unused airport were constructed;

(b) what are the reasons for which these airports have been lying unused and what were the reasons for which each of these air" ports was constructed;

(c) whether feasibility survey were conducted before constructing these airports, if so, what are the details of their report on each case;

(d) what is the present condition of these airports; and

(e) whether there is any proposal under Government's consideration to utilise these airortsand develop and modernise them, if so, what are the details in this regard and at what cost ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (e) Cost of 30 unused airports is given in the statement *(Sc.* below). A number of airports, which are at present idle, were constructed in 1940s. They were handed over to National Airports Authority at the time it was set up in 1986. The main reason for their being unused is lack of adequate traffic from these airports. Vayudoot was operating at some of these airports but have discontinued their operations due to nonavailability of aircraft. Some of the airports may be re-activated in view of expansion of air taxi operations.